(b) if so, the details thereof; and

(c) the details of non-class standards indicating those falling in the State of Orissa?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. As on date, Airports Authority of India (AAI) has planned/taken up construction of 81 bays at four metro airprots at Delhi, Mumbai, Kolkata and Chennai and 155 bays at 50 non-metro airports. Airport-wise details are as under: Delhi-22, Mumbai-28, Kolkata-12, Chennai-19, Agartala-4, Agatti-1, Ahmedabad-7, Akola-2, Amritsar-7, Aurangabad-2, Bagdogra-3, Bhavnagar-2, Bhopal-2, Bhubaneswar-4, Calicut-2, Chandigarh-3, Coimbatore-3, Gooch Behar-2, Dehradun-2, Dibrugarh-3, Gaya-2, Goa-2, Guwahati-2, Hyderabad-6, Imphal-2, Indore-4 Jabalpur-2, Jaipur-9, Jaisalmer-2, Jammu-1, Jodhpur-1, Jorhat-2, Khajuraho-4, Leh-2, Lucknow-4, Madurai-3, Mangalore-5, Mysore-2, Nagpur-4, Patna-2, Port Blair-4, Pune-4, Raipur-2, Rajkot-2, Ranchi-4, Shilong-2, Silchar-2, Srinagar-3, Surat-4, Trivandrum-6, Tiruchirapalli-2, Udaipur-3, Vadodara-3 and Vishakhapatnam-4.

(c) The details of non-metro airports which have been selected by AAI for development to world class standards in phases are as under:

In Phase-I: Ahmedabad, Amritsar, Goa, Guwahati, Jaipur, Lucknow, Madurai, Mangalore, Trivandrum and Udaipur.

In Phase-II: Agatti, Aurangabad, Bhopal, Bhubaneswar, Coimbatore, Khajuraho, Indore, Nagpur, Patna, Port Blair, Rajkot, Trichy, Vadodara, Varanasi and Vishakhapatnam.

In Phase-III: Agartala, Dehradun, Imphal, Ranchi, Raipur, Chandigarh, Dimapur, Pune, Agra and Jammu.

The airport at Bhubaneswar in Orissa is proposed for development in Phase-II.

Expenditure incurred on training of pilots

2250. SHRI ABU ASIM AZMI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the amount incurred by Government on the training of pilots of Government owned airlines during each of the last three years;

(b) whether Government are aware that these pilots are lured by private airlines with lucrative offers;

(c) if so, the details thereof; and

(d) the steps being taken by Government for the protection of interests of the pilots and also Government owned airlines?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) An expenditure of Rs. 29.14 crore was incurred during 2002-03, Rs. 29.69 crores during 2003-04, Rs. 37.47 crores during 2004-05 and Rs. 25.21 crores during April-December, 2005 by Indian Arilines Limited whereas Air India Limited has spent Rs. 14 crores during 2003, Rs. 20 crores during 2004 and Rs. 9 crores during 2005 on training of its pilots.

(b) and (c) Yes, Sir. During the last three years there has been no significant exodus of pilots from Indian Airlines and Air India. However, 79 Pilots of Alliance Air and 16 Pilots of Air India Express have resigned during the last three years.

(d) Directorate General of Civil Aviation (DGCA) has issued a Civil Aviation Requirement (Section 7 Series "X" Part !) in September, 2005 making it mandatory for pilots to give a notice of six months to the employer. Both Air India and Indian Airlines insist on bank guarantee/surety bond from the pilots to cover the cost of training and also retain them in the organisation.

Besides, providing job security, both Air India and Indian Airlines have also taken steps to improve the service conditions of the pilots on regular basis in order to keep it at a competitive level in the market.

Guidelines on Helicopter operations

2251. SHRI R.P. GOENKA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that revised comprehensive guidelines have been issued recently to tighten the norms for helicopter operations in the country; and

(b) if so, the details thereof, especially those relating to assessment of weather forecasting in the hilly areas where weather can change very fast?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) During the year 2005, Directorate General of Civil Aviation (DGCA) has issued Civil Aviation Requirements Section 7, Series B, Part X to XV for safe operations of helicopters. Further Air Safety Circular No. 8 of 2005